

Attachment 11

To Operations Group Factual Report

Addendum 1

DCA13MA120

Asiana Recurrent B777 Simulator Training
2010 to 2013

RECURRENT TRAINING (CAPT)

THE 2nd HALF OF 2010

CIG VIS	CROSS WIND	WT (X1000LBS) CG	ARPT RW (B/A)	AAR 221, CLEARED TO RKSI, KENNEDY 1 DEP, CANARSIE CLIMB, MAINTAIN FL320, DEP FREQ 135.9 , SQ4002	GATE : 31A QNH : 29.92 OAT : -5℃
NIGHT				0 5 10 15 20 25 30 (×1,000)	
100FT RVR 16	15KTS	630 27%	KJFK 31L (SNOW)	0+00 ▲ COCKPIT PREPARATION AND MANAGEMENT ▲ PUSHBACK AND ENGINE START ▲ TAXI ▲ LOW SPEED RTO [CAPT. INCAPACITATED] ▲ SID [CANARSIE CLIMB] ▲ TRAFFIC AVOIDANCE (TCAS) ▲ ANTI-ICE WING ▲ ELEC GEN OFF L,R	
1,000FT 3 SM	15KTS	460	KJFK 13L (SNOW)	10 20 30 40 50 VOR OR GPS RW 13L (via ASALT)	▲ ENG FAIL DIFTDOWN ▲ IN-FLT START [UNABLE] ▲ NORMAL DESCENT [*G/W REDUCTION BY IP]
1000FT 2 SM	15KTS	630 27%	KJFK 22R (SNOW)	0+00 ▲ SID [GATEWAY CLIMB] ▲ ENG FAILURE L,R ▲ IN-FLIGHT START OR AUTO RELIGHT	
1000FT 2 SM	15KTS	460	KJFK 22L (SNOW)	10 [*G/W REDUCTION BY IP] ▲ VORDME RW22L REJECTED LANDING (WINDSHEAR)	
3000FT 3 SM	15KTS		KJFK 22R (SNOW)	20 ▲ FLAPS DRIVE ▲ VISUAL APP RW 22R	
DAY				30 REPOSITION (8NM ON FINAL)	
2100FT 4 SM	15KTS	430	KSFO 28L (WET)	40 ▲ ILS PRM 28L ▲ BREAKOUT MANEUVER (TRAFFIC ALERT)(OZ214)	
3000FT 4 SM	15KTS	430	KSFO 28L (WET)	50 ▲ FLIGHT CONTROL MODE ▲ VISUAL RW28L	
				2+00 ▲ TAXI TO PARKING (ONE ENG OUT TAXI-IN)	
REMARK		1 “▲” SYMBOL : RECURRENT TRAINING ITEMS. IP MAY CHANGE THE ORDER OF EVENTS. 2. IF THE CAPTAIN'S TRAINING IS NOT COMPLETED IN 2 HOURS, F/O'S TRAINING TIME CAN BE USED. BUT THE TOTAL TRINING TIME SHOULD NOT BE EXCEEDED BEYOND 4 HOURS.			

ASIANA AIRLINES

B777-200

RECURRENT TRAINING (F/O)

THE 2nd HALF OF 2010

CIG VIS	CROSS WIND	WT (X1000LBS) CG	ARPT RW (B/A)	AAR 221, CLEARED TO RKSI, KENNEDY 1 DEP, BRIDGE CLIMB, MAINTAIN FL320, DEP FREQ 135.9, SQ4002	GATE : 31A QNH : 29,92 OAT : -5°C
NIGHT				0 5 10 15 20 25 30 (×1,000)	
1000FT RVR 24	10KTS	630 27%	KJFK 31L (SNOW)	0+00 ▲ COCKPIT PREPARATION LOW SPEED RTO [ENG FAIL DURING THRUST INCREASE] 10 ▲ SID [BRIDGE CLIMB] ▲ TRAFFIC AVOIDANCE (TCAS) 20 ▲ WINDOW HEAT L/R FWD ▲ ELEC GEN DRIVE L,R 30 ▲ CABIN ALT [CAPTAIN INCAPACITATED] 40 [*GW REDUCTION BY IP] ▲ STABILIZER 50 ▲ NORMAL DESCENT 1+00 VOR OR GPS RW 13L (via ASALT)	
1000FT 3 SM	10KTS	460	KJFK 13L (SNOW)		
1000FT 2 SM	10KTS	630 27%	KJFK 22R (SNOW)	10 ▲ SID [GATEWAY CLIMB] ▲ FIRE ENG L,R [*GW REDUCTION BY IP]	
1000FT 2 SM	10KTS	460	KJFK 22L	20 ▲ VORDME RW22L	
1000FT RVR 24	10KTS	630 27%	KJFK 22R (SNOW)	30 ▲ SID [GATEWAY CLIMB] ▲ ENG FAILURE L,R ▲ ENG IN-FLIGHT START [*GW REDUCTION BY IP]	
1000FT RVR 24	10KTS	460	KJFK 22R (SNOW)	40 ▲ ILS RW 22L ▲ MISSED APP AT 1500FT (BY IP)	
3000FT 3 SM	10KTS	460	KJFK 22R (SNOW)	50 ▲ FLAPS PRIMARY FAIL 2+00 ▲ VISUAL RW22R	
REMARK	1. "▲" SYMBOL : RECURRENT TRAINING ITEMS. IP MAY CHANGE THE ORDER OF EVENTS. 2. IF THE CAPTAIN'S TRAINING IS NOT COMPLETED IN 2 HOURS, F/O'S TRAINING TIME CAN BE USED. BUT THE TOTAL TRINING TIME SHOULD NOT BE EXCEEDED BEYOND 4 HOURS.				

ASIANA AIRLINES

B777-200

POST LOFT

THE 2ND HALF OF 2010

CIG RVR	CROSS WIND	WT (X1000LBS) CG	ARPT RW (B/A)	AAR 541, CLEARED TO RKSI, TOBAK 3G DEP', AS FILED, MAINTAIN FL310 DEP FREQ 120.15 , SQ4002			GATE : B46 QNH : 1013hPa OAT : -5℃
NIGHT					10	20	30 (×1,000)
CAVOK	10KTS	430 27%	EDDF 25R (GOOD)	0+00	▲ ENGINES STARTING ON THE RWY [CAPTAIN : RIGHT SEAT] ▲ ENG FAILURE ABOVE 300FEET ENG IN-FLIGHT START ▲ILS DME RW 25R ▲ MISSED APPROACH ABOVE 500~1000FEET ▲ILS DME RW 25R (FINAL 6NM BY IP)		
CAVOK	10KTS		25R (GOOD)				
CAVOK	10KTS		25R (GOOD)				
1000FT R500M	10KTS	620 27% (ZFW : 380)	EDDF 25R (MED/ SNOW)		[F/O] ▲ HIGH SPEED RTO [CREW CONCEPT RTO] - F/O commences takeoff as PF. - CAPT takes over for RTO.		
1000FT R500M	10KTS	620 27% (ZFW : 380)	EDDF 25R (MED/ SNOW)	1+00	▲TOBAK 3G DEPARTURE - NOISE ABATEMENT PROCEDURE - SID TRACK MONITOR ▲ ENG FAILURE L,R (AFTER TAKEOFF ABOVE 300FEET) [TAC OPERATIVE] ▲ ENG IN-FLIGHT START [*G/W REDUCTION BY IP] ILSDME RW 25R ▲ L/D RWY CHANGED TO RW 25L AT 2000FT		
CAVOK	10KTS	460 27%	25R (MED/ SNOW)				
			25L (MED/ SNOW)				
1000FT R500M	15KTS	620 27% (ZFW : 380)	EDDF 25L (MED/ SNOW)		[CAPTAIN] ▲TOBAK 3G DEPARTURE - PF: MANUAL FLIGHT - PM: SID TRACK MONITOR		
NIGHT CAVOK	10KTS	430 27%	PGSN 07 (GOOD)		▲ BLACK HOLE APP PRACTICE [OZ603] - VISUAL APPROACH AT NIGHT (12NM) - NO ILS - NO PAPI (WX : 30℃, 1013hPa)		
REMARK		1. INSTRUCTOR PILOTS DO NOT NEED TO HAVE THE R/H SIDE RECURRENT TRAINING. 2. PRE-BRIEFING ABOUT TOBAK 3G-DEP(FRA) IS REQUIRED.(BEFORE SIM TRAINING)					

ASIANA AIRLINES

B777-200

RECURRENT TRAINING (CAPT)

THE 2nd HALF OF 2011

CIG VIS	CROSS WIND	WT (X1000LBS) CG	ARPT RW (B/A)	AAR 213, CLEARED TO RKSI, MOLEN 3 DEP, MAINTAIN FL300, DEP FREQ 135.1, SQ4002	GATE : 59 QNH : 29.92 OAT : 15/-5℃
DAY				0 5 10 15 20 25 30 (×1,000)	
300FT 1/2 SM	15KTS	600 27%	KSFO 28R (WET/ SNOW/ GOOD)	0+00 ▲ COCKPIT PREPARATION AND MANAGEMENT ▲ PUSHBACK AND ENGINE START ▲ TAXI (Slippery TWY)	
CAT I	15KTS		KSFO 28R (WET/ SNOW/ GOOD)	10 ▲ NORMAL CLIMB [SID - MOLEN 3 DEP] ▲ Terrain Awareness (WX RDR Mode: TERR) ▲ NAV ADIRU INERTIAL (NNC Then Back to NORM)	
				20 ▲ CABIN REPORT - a bomb-suspected object In the cabin	
				30 ▲ MAX RATE DESCENT	
				40 ▲ DIVERSION TO KSFO	
				50 ▲ Smoke, Fire or Fumes	
				ILS RW 28R [OVERWEIGHT LANDING]	
CAT I	15KTS	600 27%	28R (WET/ SNOW/ GOOD)	0+00 ▲ Eng Svr Damage L,R at 2 nd Segment	
1000FT 4 SM	15KTS	450	10L (WET/ SNOW/ GOOD)	[*G/W REDUCTION BY IP]	
300FT 1/2 SM	15KTS		28R (WET/ SNOW/ GOOD)	▲ RNAV(GPS) RW10L Missed Approach	
				20 ▲ ILS RW 28R ▲ NO AUTOLAND (at 1,500FT)	
300FT 1/2 SM	15KTS	600 27%	28L (WET/ SNOW/ GOOD)	30 ATC : "After Airborne, Maintain 4,000FT"	
2100FT 4 SM	15KTS	450	28L (WET/ SNOW/ GOOD)	▲ Gear Lever Locked Down	
				40 ▲ ILS PRM RW 28L	
				▲ BREAKOUT MANEUVER (TRAFFIC ALERT)	
3000FT 4 SM	15KTS		28L (WET/ SNOW/ GOOD)	50 ▲ VISUAL APP RW28L ▲ PAPI Out of Service	
				2+00	
REMARK		1. "▲" SYMBOL : RECURRENT TRAINING ITEMS. IP MAY CHANGE THE ORDER OF EVENTS.			

RECURRENT TRAINING (CO-PILOT [F/O])

THE 2nd HALF OF 2011

CIG VIS	CROSS WIND	WT (X1000LBS) CG	ARPT RW (B/A)	AAR 213, CLEARED TO RKSI, MOLEN 3 DEP, MAINTAIN FL300, DEP FREQ 135.1, SQ4002	GATE : 59 QNH : 29,92 OAT : 15/-5℃
DAY				0 5 10 15 20 25 30 (×1,000)	
300FT 1/2 SM	10KTS	600 27%	KSFO 28R (WET/ SNOW/ GOOD)	0+00 ▲ COCKPIT PREPARATION ▲ TAXI (Slippery TWY)	
CAT I	10KTS	450	KSFO 28R (WET/ SNOW/ GOOD)	10 ▲ NORMAL CLIMB [SID - MOLEN 3 DEP] . DOOR AFT CARGO (at 5,000ft) . DOOR FWD CARGO (at 7,000~8,000ft) 20 ▲ DIVERSION TO KSFO [*G/W REDUCTION BY IP] 30 ▲ SMOKE LAVATORY 40 ILS RW 28R	
300FT 1/2 SM	10KTS	600 27%	28R (WET/ SNOW/ GOOD)	50 ▲ ENG FAILURE L,R at 2 nd Segment ▲ IN-FLIGHT START OR AUTO RELIGHT 1+00 [*G/W REDUCTION BY IP]	
1000FT 4 SM	10KTS	450	10L (WET/ SNOW/ GOOD)	10 ▲ RNAV(GPS) RW10L Missed Approach ▲ MAIN GEAR BRACE L,R	
3000FT 4 SM	10KTS		28R (WET/ SNOW/ GOOD)	20 ▲ FMC ▲ ILS RW 28R	
DAY 2100FT 4 SM	10KTS	450	28R (WET/ SNOW/ GOOD)	30 ATC : "After Airborne, Maintain 4,000FT" ▲ WINDSHEAR (at 200FT)	
3000FT 4 SM	10KTS		28R (WET/ SNOW/ GOOD)	40 6NM Final and 5,000ft (Condition : Well above G/S) - Change the M/A Altitude on FMC: 2,000ft at VIKYU - ATC : "Descend to 2,000 and Cleared ILS RW28R"	
3000FT 4 SM			28R (WET/ SNOW/ GOOD)	50 < High Altitude G/A Training > - Missed Approach (1,200 ~ 1,500FT) - Missed Approach Altitude : "Maintain 2,000FT" 2+00 ▲ VISUAL APP RW28R	
REMARK		1. "▲" SYMBOL : RECURRENT TRAINING ITEMS. IP MAY CHANGE THE ORDER OF EVENTS.			

ASIANA AIRLINES

B777-200

POST LOFT

THE 2ND HALF OF 2011

CIG RVR	CROSS WIND	WT (X1000LBS) CG	ARPT RW (B/A)	AAR 102, CLEARED TO RJAA, SEL1B DEP*, AS FILED, MAINTAIN FL310 DEP FREQ 120.15 , SQ4002		GATE : 17 QNH : 1013hPa OAT : 15℃
NIGHT					10 20 30 (×1,000)	
					▲ A/C ON THE RWY WITH ENGINES RUNNING	
CAVOK	10KTS	430 27% (ZFW : 380)	RKSI 33L (DRY)	0+00	[CAPTAIN : RIGHT SEAT]	
					▲ ENG FAILURE After V1 ▲ Unable to Relight	
CAVOK	10KTS		33R (DRY)		▲ ILS DME RW 33R	
					▲ Missed Approach at DH(No Visual Cue)	
	10KTS		33R (DRY)		▲ILS DME RW 33R (FINAL 6NM BY IP)	
					[SEAT CHANGE]	
CAVOK	10KTS	430 27%	33R (DRY)		[PF : Captain]	
					▲ FIRE CARGO FWD	
CAVOK	10KTS		33R (DRY)	1+00	▲ILS DME RW 33R	
DAY CAVOK					▲ 180° TURN on the RWY [a Normal Turn by Co-Pilot(F/O)] *Perform it as described in FCTM 2.8~2.12.	
					[PF : Captain]	
					▲ 180° TURN on the RWY [a Pivot Turn by Captain] *Regarding a turn on a runway having 150ft width. *Perform it as described in FCTM 2.12~2.14.	
					ATC : “Hold on R8 and Expect 20 minutes of Delay for Ramp-In” ▲ One Engine Shutdown Taxi-In	
DAY CAVOK	RH 15KTS		KFJK 13R 22L		< Optional Item > ▲ If time permits, practice Non-precision approaches at KFJK. - VOR 13R Approach (Right X-Wind : 15kts) - VOR 22L Approach (Right X-Wind : 15kts)	
REMARK		1. Instructor pilots do not need to have the R/H Seat Training 2. Trainees should read FCTM(2.8~2.14) before having the training. The instructor should review the Recommended Turn Technique as described in the Pre-briefing.				

RECURRENT TRAINING (CAPT)

THE 2nd HALF OF 2012

CIG VIS	CROSS WIND	WT (X1000LBS) CG	ARPT RW (B/A)	AAR 213, CLEARED TO RKSI, MOLEN 3 DEP, MAINTAIN FL320, DEP FREQ 135.1 , SQ4002	GATE : 59 QNH : 29,92 OAT : 20℃ / -5℃
NIGHT				0 5 10 15 20 25 30 (×1,000)	
200FT RVR 5	15KTS	610 27%	KSFO 28L WET (SNOW)	0+00 ▲ Cockpit Preparation& Management ▲ Pushback & Engine Start ▲ Taxi 10 ▲ SID(MOLEN 3 DEP) [Use TERR mode] 20 ▲ WINDOWHEAT R FWD [Summer] or ANTI ICE ENG L,R [Winter] ▲ ELEC AC BUS L,R 30 ATC : "Maintain FL200" ▲ ENG FAIL & Restart [*G/W REDUCTION BY IP] 40 A/C Upset Recovery 50 ▲ NORMAL DESCENT ▲ FIRE CARGO FWD/AFT ▲ PITCH UP AUTHORITY (after Flaps 5 set on Downwind) ILS 28R	[Co RTE : SFOISC1]
200FT 1/2 SM	15KTS	450	KSFO 28R WET (SNOW)	0+00 ▲ SID(MOLEN 3 DEP) 10 ▲ Engine Severe Damage L,R 20 [*G/W REDUCTION BY IP] ▲ RNAV(GPS) 28R Missed Approach 30 ▲ VISUAL APP RW 28R	
200FT 1/2 SM	15KTS	610 27%	KSFO 28R WET (SNOW)	0+00 ▲ SID(MOLEN 3 DEP) 10 ▲ Engine Severe Damage L,R 20 [*G/W REDUCTION BY IP] ▲ RNAV(GPS) 28R Missed Approach 30 ▲ VISUAL APP RW 28R	
1,000FT 5 SM	15KTS	450	28R WET (SNOW)	0+00 ▲ SID(MOLEN 3 DEP) 10 ▲ Engine Severe Damage L,R 20 [*G/W REDUCTION BY IP] ▲ RNAV(GPS) 28R Missed Approach 30 ▲ VISUAL APP RW 28R	
2500FT 5 SM	15KTS		28R WET (SNOW)	0+00 ▲ SID(MOLEN 3 DEP) 10 ▲ Engine Severe Damage L,R 20 [*G/W REDUCTION BY IP] ▲ RNAV(GPS) 28R Missed Approach 30 ▲ VISUAL APP RW 28R	
DAY				40 REPOSITION at 15NM Final for RW28R (4000FT) ▲ LDA PRM 28R ▲ BREAKOUT MANEUVER (TRAFFIC ALERT) 50 ▲ SLATS PRIMARY FAIL ▲ ILS 28R 2+00 ▲ TAXI TO PARKING (ONE ENG OUT TAXI-IN)	
2500FT 5 SM	15KTS	450	KSFO 28R WET (SNOW)	40 REPOSITION at 15NM Final for RW28R (4000FT) ▲ LDA PRM 28R ▲ BREAKOUT MANEUVER (TRAFFIC ALERT) 50 ▲ SLATS PRIMARY FAIL ▲ ILS 28R 2+00 ▲ TAXI TO PARKING (ONE ENG OUT TAXI-IN)	
2500FT 5 SM	15KTS		28R WET (SNOW)	40 REPOSITION at 15NM Final for RW28R (4000FT) ▲ LDA PRM 28R ▲ BREAKOUT MANEUVER (TRAFFIC ALERT) 50 ▲ SLATS PRIMARY FAIL ▲ ILS 28R 2+00 ▲ TAXI TO PARKING (ONE ENG OUT TAXI-IN)	
REMARK		1 "▲" SYMBOL : RECURRENT TRAINING ITEMS. IP MAY CHANGE THE ORDER OF EVENTS. 2. IF THE CAPTAIN'S TRAINING IS NOT COMPLETED IN 2 HOURS, F/O'S TRAINING TIME CAN BE USED. BUT THE TOTAL TRAINING TIME SHOULD NOT BE EXCEEDED BEYOND 4 HOURS.			

RECURRENT TRAINING (CAPT) [PF Only]

THE 2nd HALF OF 2012

CIG VIS	CROSS WIND	WT (X1000LBS) CG	ARPT RW (B/A)	AAR 213, CLEARED TO RKSI, MOLEN 3 DEP, MAINTAIN FL320, DEP FREQ 135.1 , SQ4002	GATE : 59 QNH : 29,92 OAT : 20℃ / -5℃
NIGHT				0 5 10 15 20 25 30 (×1,000)	
200FT RVR 5	15KTS	610 27%	KSFO 28L WET (SNOW)	0+00 ▲ Cockpit Preparation & Management ▲ Pushback & Engine Start ▲ Taxi 10 ▲ SID(MOLEN 3 DEP) [Use TERR mode] ▲ BLEED LEAK BODY(or STRUT) 20 ▲ WINDOWHEAT R FWD [Summer] or ANTI ICE ENG L,R [Winter] 30 ▲ ELEC AC BUS L,R ▲ TS Avoidance ATC : "Maintain FL200" ▲ ENG FAIL & Restart [*G/W REDUCTION BY IP] 40 A/C Upset Recovery ▲ NORMAL DESCENT 50 ▲ FIRE CARGO FWD/AFT ▲ PITCH UP AUTHORITY (after Flaps 5 set on Downwind) ILS 28R	[Co RTE : SFOISC1]
200FT 1/2 SM	15KTS	450	KSFO 28R WET (SNOW)		
200FT 1/2 SM	15KTS	610 27%	KSFO 28R WET (SNOW)	0+00 ▲ SID(MOLEN 3 DEP) ▲ Engine Severe Damage L,R 10 [*G/W REDUCTION BY IP] ▲ RNAV(GPS) 28R Missed Approach 20 30 ▲ VISUAL APP RW 28R	
1,000FT 5 SM	15KTS	450	28R WET (SNOW)		
2500FT 5 SM	15KTS		28R WET (SNOW)		
DAY				REPOSITION at 15NM Final for RW28R (4000FT) 40 ▲ LDA PRM 28R ▲ BREAKOUT MANEUVER (TRAFFIC ALERT) 50 ▲ SLATS PRIMARY FAIL ▲ ILS 28R 2+00 ▲ TAXI TO PARKING (ONE ENG OUT TAXI-IN)	
2500FT 5 SM	15KTS	450	KSFO 28R WET (SNOW)		
2500FT 5 SM	15KTS		28R WET (SNOW)		
REMARK		1 "▲" SYMBOL : RECURRENT TRAINING ITEMS. IP MAY CHANGE THE ORDER OF EVENTS. 2. IF THE CAPTAIN'S TRAINING IS NOT COMPLETED IN 2 HOURS, F/O'S TRAINING TIME CAN BE USED. BUT THE TOTAL TRAINING TIME SHOULD NOT BE EXCEEDED BEYOND 4 HOURS.			

ASIANA AIRLINES

B777-200

RECURRENT TRAINING (Co-Pilot[F/O])

THE 2nd HALF OF 2012

CIG VIS	CROSS WIND	WT (X1000LBS) CG	ARPT RW (B/A)	AAR 213, CLEARED TO RKSI, MOLEN 3 DEP, MAINTAIN FL320, DEP FREQ 135.1 , SQ4002	GATE : 59 QNH : 29,92 OAT : 20℃ / -5℃
NIGHT				0 5 10 15 20 25 30 (×1,000)	
200FT RVR 5	15KTS	610 27%	KSFO 28L WET (SNOW)	[Co RTE : SFOISC1]	
				0+00 ENGINES RUNNING	
				10 ▲ SID(MOLEN 3 DEP) [Use TERR mode] ▲ BLEED LEAK BODY(or STRUT) ▲ ELEC AC BUS L,R ▲ TS Avoidance	
				20 ATC : "Maintain FL200"	
				30 A/C Upset Recovery [*G/W REDUCTION BY IP]	
				40 ▲ NORMAL DESCENT	
200FT 1/2 SM	15KTS	450	KSFO 28R WET (SNOW)	50 ▲ PITCH DOWN AUTHORITY (after Flaps 1 set) ILS 28R	
200FT 1/2 SM	15KTS	610 27%	KSFO 28R WET (SNOW)	0+00 ▲ TAC INOP(deferred by MEL) ▲ SID(MOLEN 3 DEP) ▲ ENG FAILURE L,R - Unable to Restart	
1,000FT 5 SM	15KTS	450	28R WET (SNOW)	10 [*G/W REDUCTION BY IP] ▲ LOC 28R ▲ FLAPS DRIVE (Between F-5 and 20) Go Around	
2500FT 5 SM	15KTS		28R WET (SNOW)	20 ▲ ILS 28R	
DAY				30	
2500FT 5 SM	15KTS	430	KSFO 28R WET (SNOW)	40 REPOSITION on Downwind for Visual Approach	
				50 ▲ VISUAL APP RW 28R	
				▲ TAXI TO PARKING	
				2+00	
REMARK		1 "▲" SYMBOL : RECURRENT TRAINING ITEMS. IP MAY CHANGE THE ORDER OF EVENTS. 2. IF THE CAPTAIN'S TRAINING IS NOT COMPLETED IN 2 HOURS, F/O'S TRAINING TIME CAN BE USED. BUT THE TOTAL TRAINING TIME SHOULD NOT BE EXCEEDED BEYOND 4 HOURS.			

ASIANA AIRLINES

B777-200

RECURRENT TRAINING (Co-Pilot[F/O]) [PF Only]

THE 2nd HALF OF 2012

CIG VIS	CROSS WIND	WT (X1000LBS) CG	ARPT RW (B/A)	AAR 213, CLEARED TO RKSI, MOLEN 3 DEP, MAINTAIN FL320, DEP FREQ 135.1, SQ4002	GATE : 59 QNH : 29.92 OAT : 20°C / -5°C
NIGHT				0 5 10 15 20 25 30 (×1,000)	
200FT RVR 5	15KTS	610 27%	KSFO 28L WET (SNOW)	0+00 ENGINES RUNNING	[Co RTE : SFOISC1]
200FT 1/2 SM	15KTS	450	KSFO 28R WET (SNOW)	10 ▲ SID(MOLEN 3 DEP) [Use TERR mode] ▲ BLEED LEAK BODY(or STRUT) ▲ WINDOWHEAT R FWD [Summer] or ANTI ICE ENG L,R [Winter] ▲ ELEC AC BUS L,R ▲ TS Avoidance ATC : "Maintain FL200" ▲ ENG FAIL & Restart A/C Upset Recovery [*G/W REDUCTION BY IP] ▲ NORMAL DESCENT 40 ▲ FIRE CARGO FWD/AFT ▲ PITCH DOWN AUTHORITY (after Flaps 1 set) 50 ILS 28R	
200FT 1/2 SM	15KTS	610 27%	KSFO 28R WET (SNOW)	0+00 ▲ TAC INOP(deferred by MEL) ▲ SID(MOLEN 3 DEP) ▲ ENG FAILURE L,R - Unable to Restart	
1,000FT 5 SM	15KTS	450	28R WET (SNOW)	10 [*G/W REDUCTION BY IP] ▲ LOC 28R ▲ FLAPS DRIVE (Between F-5 and 20) Go Around	
2500FT 5 SM	15KTS		28R WET (SNOW)	20 ▲ VISUAL APP RW 28R	
DAY				30 REPOSITION at 15NM Final for RW28R (4000FT)	
2500FT 5 SM	15KTS	430	KSFO 28R WET (SNOW)	40 ▲ LDA PRM 28R ▲ BREAKOUT MANEUVER (TRAFFIC ALERT) 50 ▲ ILS 28R (Manual L/D) 2+00 ▲ TAXI TO PARKING	
REMARK	1 "▲" SYMBOL : RECURRENT TRAINING ITEMS. IP MAY CHANGE THE ORDER OF EVENTS. 2. IF THE CAPTAIN'S TRAINING IS NOT COMPLETED IN 2 HOURS, F/O'S TRAINING TIME CAN BE USED. BUT THE TOTAL TRAINING TIME SHOULD NOT BE EXCEEDED BEYOND 4 HOURS.				

POST LOFT

THE 2ND HALF OF 2012

CIG VIS RVR	CROSS WIND	WT (X1000LBS) CG	ARPT RW (B/A)	AAR 221, CLEARED TO RKSI, After airborne, Maintain R/W HDG and 3000FT Expect FL300 10MIN' After Departure, DEP FREQ' 135.9 SQ4001			GATE : 24 QNH : 29.92 OAT : 20℃ / -5℃
NIGHT					10	20	30 (×1,000)
				0+00	[Co Route: JFKIND1] Reposition at Holding Point RWY 22R (ENGINES RUNNING) [CAPTAIN : RIGHT SEAT] ATC : "After airborne, Maintain R/W HDG and 3000FT" ▲ ENG FAILURE after V1 (Unable to Restart) G/W REDUCTION BY IP (430,000LBS) ILS 22L ▲ MISSED APPROACH ILS 22L		
CAVOK	10KTS	620 27%	KJFK 22R (GOOD)				
CAVOK	10KTS	430	22L (GOOD)				
CAVOK	10KTS		22L (GOOD)				
					Reposition at Holding Point RWY 31L [F/O] ▲ENG FAIL L,R AFTER V1 (TAC S/W OFF) - ENGINE IN-FLIGHT START G/W REDUCTION BY IP (430,000LBS) Direct to ASALT VOR 13L		
CAVOK	10KTS	620 27%	KJFK 31L (GOOD)				
CAVOK	170/15	430	13L (GOOD)	1+00			
					[CAPTAIN] VORDME 22L (No PAPI)		
CAVOK	15KTS	430	22L (GOOD)				
REMARK							

ATIS CIG VIS	CROSS WIND	WT (X1000LBS) CG	ARPT RW (B/A)	AAR 213, CLEARED TO RKSI, MOLEN 4 DEP, MAINTAIN FL300, DEP FREQ 135.1, SQ4002 [Co RTE : SFOIND1]	GATE : 59 QNH : 29,92 OAT : 20/-5℃
DAY A 200FT 1/2 SM	20KTS	600 27%	KSFO 28R (WET/ SNOW/ GOOD)	0 5 10 15 20 25 30 (×1,000)	
200FT 1/2 SM	20KTS		KSFO 28R (WET/ SNOW/ GOOD)	0+00 ▲ COCKPIT PREPARATION AND MANAGEMENT 10 ▲ NORMAL CLIMB [SID - MOLEN 4 DEP] ▲ Terrain Awareness (WX RDR Mode: TERR) 20 ▲ TS 30 ▲ GPS [See Note 1] [ATC : "Maintain FL200"] ▲ ENG FAIL L,R - IN-FLIGHT ENG START 40 ▲ FIRE CARGO FWD, AFT [ATC : "Fly HDG __, Vectors for RW 28R. Descend to 6000ft. Maintain Max Rate Descent. And High Speed Approved"] 50 ▲ SMOKE CREW REST ILS RW 28R ▲ Overweight Landing	
200FT 1/2 SM	20KTS	600 27%	28R (WET/ SNOW/ GOOD)	0+00 ▲ ENG FAIL L,R at 2 nd Segment - Unable to re-start the engine 10 ▲ Holding for Fuel Jettison ▲ ILS RW 28R ▲ NO AUTOLAND(at 1500ft) ▲ Missed Approach 20 ▲ FLAPS DRIVE ▲ RNAV(GPS) RW28R	
200FT 1/2 SM	20KTS	450	28R (WET/ SNOW/ GOOD)		
1000FT 4 SM B	20KTS		28R (WET/ SNOW/ GOOD)		
1600FT 4 SM C	20KTS	450	28L (WET/ SNOW/ GOOD)	30 (Reposition 12 nm Final) ▲ Flat Tire(s) [FCTM 8.20] 40 ▲ ILS PRM RW 28L [ATC : "Report at NEPIC"] ▲ BREAKOUT MANEUVER (TRAFFIC ALERT) 50 ▲ Visual Approach 28L Reposition at 12NM & 3NM Left [7000ft] - ATC : "Maintain HDG & Cleared Visual Approach RW28L" "Maintain speed 180 until passing 5DME" <u>*Use the "Recommended Visual Approach Procedure"[Note 2]</u> (page 1) 2+00 ▲ PAPI Out of Service	
CAVOK D	20KTS		28L (WET/ SNOW/ GOOD)		
REMARK		1. "▲" SYMBOL : RECURRENT TRAINING ITEMS. IP MAY CHANGE THE ORDER OF EVENTS. 2. Note 1 : Consider 'RAD NAV INHIBIT - Off'.			

RECURRENT TRAINING (CO-PILOT [F/O])

THE 2nd HALF OF 2013

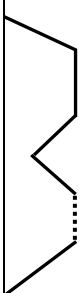
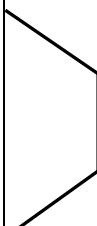
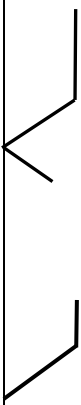
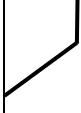
ATIS CIG VIS	CROSS WIND	WT (X1000LBS) CG	ARPT RW (B/A)	AAR 213, CLEARED TO RKSI, MOLEN 4 DEP, MAINTAIN FL300, DEP FREQ 135.1, SQ4002 [Co RTE : SFOIND1]	GATE : 59 QNH : 29.92 OAT : 20/-5℃
DAY A 200FT 1/2 SM	15KTS	600 27%	KSFO 28R (WET/ SNOW/ GOOD)	0 5 10 15 20 25 30 (×1,000)	
200FT 1/2 SM	15KTS		KSFO 28R (WET/ SNOW/ GOOD)	<p>0+00 ▲ COCKPIT PREPARATION AND MANAGEMENT</p> <p>10 ▲ NORMAL CLIMB [SID - MOLEN 4 DEP] ▲ Terrain Awareness (WX RDR Mode: TERR)</p> <p>20 ▲ Smoke, Fire or Fumes when passing 15000ft</p> <p>30 Return to SFO [ATC : "Fly HDG ____, Vectors for RW 28R. Descend to 6000ft.]</p> <p>40 ILS RW 28R Overweight Landing</p>	
200FT 1/2 SM	15KTS	600 27%	28R (WET/ SNOW/ GOOD)	50	▲ ENG FAIL L,R at 2 nd Segment - IN-FLIGHT ENG START [*G/W Reduction by IP]
1000FT 4 SM	15KTS	450	28R (WET/ SNOW/ GOOD)	0+00	▲ RNAV(GPS) RW 28R ▲ Windshear (at 1200ft) and Missed Approach
1600FT 4 SM	15KTS		28R (WET/ SNOW/ GOOD)	10	▲ FMC
				20	▲ ILS RW28R
1600FT 4 SM	15KTS	600 27%	28R (WET/ SNOW/ GOOD)	30	[ATC : "After Airborne, Maintain 4,000FT"] ▲ Tire Failure during or after T/O [FCTM8.20] ▲ FLAP/SLAT CONTROL [*G/W Reduction by IP]
1600FT 4 SM	15KTS	450	28R (WET/ SNOW/ GOOD)	40	▲ ILS 28R ▲ Missed Approach
CAVOK	15KTS		28R (WET/ SNOW/ GOOD)	50	▲ VISUAL APP RW28R Reposition at 12NM & 3NM Left [7000ft] - ATC : "Maintain HDG & Cleared Visual Approach RW28L" "Maintain speed 180 until passing 5DME" *Use the "Recommended Visual Approach Procedure"[Note 2]
REMARK	1. "▲" SYMBOL : RECURRENT TRAINING ITEMS. IP MAY CHANGE THE ORDER OF EVENTS.				

(page 1)

B777-200

POST LOFT

THE 2ND HALF OF 2013

ATIS CIG VIS	CROSS WIND	WT (X1000LBS) CG	ARPT RW (B/A)	AAR 102, CLEARED TO RJAA, XXX DEP', AS FILED, MAINTAIN FL310 DEP FREQ 120.15 , SQ4002	GATE : 17 QNH : 1013hPa OAT : 20℃
NIGHT				10 20 30 (×1,000)	
<input checked="" type="checkbox"/> CAVOK	10KTS 10KTS 10KTS	450 27% (ZFW : 400)	RKSI 33L (DRY) 33R (DRY) 33R (DRY)	0+00 	<p>▲ A/C ON THE RWY WITH ENGINES RUNNING</p> <p>[CAPTAIN : RIGHT SEAT]</p> <p>▲ ENG FAILURE After V1 - Unable to re-start the engine</p> <p>▲ ILS RW 33R</p> <p>▲ Missed Approach at DH(By ATC)</p> <p>▲ ILS RW 33R (FINAL 6NM BY IP) [SEAT CHANGE]</p>
DAY CAVOK	20KTS 20KTS	630 27% 440	KSFO 28R (DRY) 28R (DRY)		<p>[PF :Captain]</p> <p>▲ TAIL STRIKE</p> <p>LOCDME RW 28R</p>
	20KTS 20KTS	440 27% 440 27%	28R (DRY) 28R (DRY)		<p>[PF : Co-Pilot(F/O)]</p> <p>LOC DME RW 28R</p> <p>Rejected L/D Just Before Touch Down (about 10ft) (No Over-Rotation to prevent Tail Strike) [See Note 1]</p> <p>Visual Approach 28R Reposition 12 NM Final at 6000ft - ATC : "Maintain speed 180 until passing 5DME"</p> <p>*Use the "Recommended Visual Approach Procedure"</p>
	30KTS	440 27%	28R (DRY)		<p>[PF :Captain]</p> <p>Visual Approach 28R Reposition 12 NM Final at 6000ft - ATC : "Maintain speed 180 until passing 5DME"</p> <p>*Use the "Recommended Visual Approach Procedure"</p>
REMARK	Note 1 : If time permits, Captain can practice 'Rejected L/D Just Before Touch Down' also.				